GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:363
ANSWERED ON:08.08.2002
IMPROVEMENT OF COACHES
THAAWAR CHAND GEHLOT

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have cleared the proposal regarding improvement in train coaches to bring down the number of casualties during train accidents;

(b) if so, the details thereof;

(c) the different in the manufacturing cost between the said coaches and the coaches being used at present and the additional financial burden to be borne by his Ministry on this account;

(d) the target set for manufacturing of the said special coaches during the current year;

(e) the t rains that are likely to be provided with these coaches initially; and

(f) the time by which the said coaches are likely to be available for use on the tracks?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (f): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF STARRED QUESTION NO. 363 BY SHRI THAWAR CH GEHLOT TO BE ANSWERED IN LOK SABHA ON 08.08.2002 REGARDING IMPROVEMENT IN COACHES.

(a) to (c): In order to improve the crash worthiness of coaches and to reduce the risk of casualties in case of accidents, Railways have adopted the following three pronged approach:

1. Redesigning the coach interiors to minimize risk of injury to passengers during mishaps from sharp edges, corners or protrusions in the interiors or from falling objects and modifying the coach ends to eliminate the hazardous practice of roof travel. In order to achieve this, Railways have cleared a proposal to incorporate 51 modifications to coach interiors in new manufacture. These modifications are also to be carried out on existing manufacture. These modifications are also to be carried out on existing coaches. The implementation is now in progress. There is no significant increase in manufacturing cost on account of these modifications and therefore, additional financial burden due to these is quite trivial.

2. Incorporating certain anti-climbing features to bring down, if not eliminate the chances of coaches climbing on each other and causing extensive casualties in case of accidents/collisions. For this purpose, it is proposed to introduce coaches with couplers, having anti-climbing features. The cost of these couplers is about Rs. 7 lakh per coach and this is expected to come down with increased application.

3. Designing the coach structures in such a way, that the non passenger carrying area collapses in a controlled manner to absorb most of the impact energy during accidents or collisions, while keeping the passenger carrying area intact. Such a coach structure saves precious passenger lives even in the worst mishaps. A project for development of such a design with latest technologies is being launched shortly. The financial repercussions of adopting crash worthy coach structure can be estimated only after the improved design is developed.

(d) to (f): Integral Coach Factory (ICF), Chennai has already commenced manufacture of coaches with improved interiors and such coaches are already available in service. Rail Coach Factory(RCF), Kapurthala have also implemented some modifications and the remaining are expected to be adopted shortly. No specific trains have been identified for providing such coaches as modified coaches with improved interiors are expected to become available gradually within next 3 to 4 years, thus covering most of the trains. Manufacturing of the new German designed LHB type coaches with the new type of coupler has already commenced.

Coaches with crash worthy structure are expected to be developed within the next two to three years. Depending upon successful development, such coaches will be introduced in service progressively thereafter.